

ABSTRACT OF THE DISCLOSURE

A transmission (1) having an input shaft (2), an output shaft (3), a first layshaft (4) disposed parallel to the input shaft (2) and the output shaft (3), a speed reduction gear (5) connected between the output shaft (3) and the first layshaft (4) in a constant-mesh manner, and a plurality of transmission gear pairs provided between the input shaft (2) and the first layshaft (4) or output shaft (3) to mutually engage and to transmit the rotational force of the input shaft (2) to the output shaft (3), wherein the transmission further comprises an input gear (25) fixedly attached to the input shaft (2), a second layshaft (9) disposed parallel to the input shaft (2), a second layshaft gear (12) that engages the input gear (25) and is disposed on the second layshaft (9), and a braking mechanism (26) for braking the input shaft (2) by braking the second layshaft gear (12). According to the present invention, it is possible to lighten the gear operation without increasing the size or costs of the transmission even if the transmission is of an output reduction type.